



MEETING OF THE

ENERGY AND ENVIRONMENT COMMITTEE

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Associated Governments

Thursday, April 2, 2015
10:00 a.m. – 10:45 a.m.

SCAG Main Office
818 W. 7th Street, 12th Floor
Policy Committee Room A
Los Angeles, CA 90017
(213) 236-1800

If members of the public wish to review the attachments or have any questions on any of the agenda items, please contact Lillian Harris-Neal at (213) 236-1858 or via email harris-neal@scag.ca.gov

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Energy and Environment Committee

Members – April 2015

Members

Representing

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	24. Hon. Eric Schmidt	<i>Hesperia</i>	SANBAG
	25. Mr. Steve Schuyler	<i>Building Industry Association of Southern California (BIASC)</i>	Ex-Officio
*	26. Hon. John Sibert	<i>Malibu</i>	District 44
*	27. Hon. Jack Terrazas		Imperial County
	28. Hon. Diane Williams	<i>Rancho Cucamonga</i>	SANBAG
	29. Hon. Edward Wilson	<i>Signal Hill</i>	GCCOG
	30. Hon. Bonnie Wright	<i>Hemet</i>	WRCOG

* Regional Council Member

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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

APRIL 2, 2015

The Energy & Environment Committee may consider and act upon any of the items listed on the agenda regardless of whether they are listed as Information or Action Items.

CALL TO ORDER & PLEDGE OF ALLEGIANCE

(Hon. Deborah Robertson, Chair)

ELECTION OF CHAIR AND VICE CHAIR

PUBLIC COMMENT PERIOD – Members of the public desiring to speak on items on the agenda, or items not on the agenda, but within the purview of the Committee, must fill out and present a speaker's card to the Assistant prior to speaking. Comments will be limited to three (3) minutes. The Chair may limit the total time for all comments to twenty (20) minutes.

REVIEW AND PRIORITIZE AGENDA ITEMS

ACTION ITEMS

	<u>Time</u>	<u>Page No.</u>
1. <u>Transportation Control Measure (TCM) Substitution by San Bernardino Associated Governments (SANBAG)</u> <i>(Rongsheng Luo, SCAG Staff)</i>	Attachment 15 mins.	1
Recommended Action: Approve substitution by SANBAG of two (2) Metrolink station park and ride lot expansion TCM projects to meet federal Clean Air Act requirements and recommend that Regional Council adopt and direct staff to forward it to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.		
2. <u>Minutes of the March 5, 2015 Meeting</u>	Attachment	16

CONSENT CALENDAR

Receive and File

3. <u>2015 Regional Council and Policy Committees Meeting Schedule</u>	Attachment	21
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ENERGY & ENVIRONMENT COMMITTEE

AGENDA

APRIL 2, 2015

<u>Receive and File - continued</u>	<u>Time</u>	<u>Page No.</u>
4. <u>SCAG Sustainability Planning Grants Program – Monthly Update</u>	Attachment	22
5. <u>Regional Open-Space Conservation Planning</u>	Attachment	30
6. <u>2015 Active Transportation Program (ATP) Regional Guidelines</u>	Attachment	32

INFORMATION ITEM

7. <u>Metro Green Construction Policy (GCP)</u>	Attachment	15 mins.	40
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CHAIR'S REPORT

(Hon. Deborah Robertson, Chair)

STAFF REPORT

(Jason Greenspan)

FUTURE AGENDA ITEM/S

ANNOUNCEMENT

SCAG Regional Conference and General Assembly, May 7-8, 2015, to be held at the JW Marriott Desert Springs Resort & Spa, 78455 Country Club Drive, Palm Desert, CA 92260. [Click here to register.](#)

ADJOURNMENT

The next EEC meeting is scheduled for Thursday, June 4, 2015, at the SCAG Los Angeles Office.

DATE: April 2, 2015

TO: Energy and Environment Committee (EEC)
Regional Council (RC)

FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov

SUBJECT: Transportation Control Measure (TCM) Substitution by San Bernardino Associated Governments (SANBAG)

EXECUTIVE DIRECTOR'S APPROVAL:



RECOMMENDED EEC ACTION:

Approve substitution by SANBAG of two (2) Metrolink station park and ride lot expansion TCM projects to meet federal Clean Air Act requirements and recommend that Regional Council adopt and direct staff to forward it to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

RECOMMENDED RC ACTION:

Adopt substitution by SANBAG of two (2) Metrolink station park and ride lot expansion TCM projects to meet federal Clean Air Act requirements and direct staff to forward it to U.S. Environmental Protection Agency (EPA) and California Air Resources Board (ARB) for concurrence.

EXECUTIVE SUMMARY:

SCAG staff has received a request from the SANBAG to substitute two (2) committed TCMs for expansion of the Upland and Rialto Metrolink Station Park and Ride Lots with a regional vanpool program throughout San Bernardino County. SCAG staff has determined that the proposed TCM substitution meets all Clean Air Act TCM substitution requirements.

STRATEGIC PLAN:

This item supports the Strategic Plan Goal 1. Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

TCMs are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions, and which are specifically identified and committed to in the most recently approved Air Quality Management Plan/State Implementation Plan (AQMP/SIP). TCMs are included in an AQMP/SIP as part of the overall control strategy to demonstrate a region's ability to attain the National Ambient Air Quality Standards.

In the SCAG region, TCM-type projects are considered committed once they have funds programmed for right-of-way or construction in an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM cannot be delivered or will be significantly delayed, the substitution of the TCM follows the process specified in the Clean Air Act §176(c).

REPORT

SANBAG has requested that SCAG substitute two (2) Metrolink station park and ride lot expansion TCM projects (FTIP Project IDs: 20040825 and 200450) programmed in the SCAG FTIP with a regional vanpool program throughout San Bernardino County. For further details about the proposed TCM substitution, please refer to the Attachment 1.

The Draft TCM Substitution Report was released for a 15-day public review concluding March 13, 2015; No comments were received. As documented in the Attachment 1, the proposed substitution meets all TCM substitution requirements. Therefore, staff recommends approval of the above-described TCM substitution for forwarding to Federal and State air agencies for concurrence.

The TCM substitution does not require a new conformity determination or a formal SIP revision. The SCAG region maintains transportation conformity after the substitution. SCAG's approval of the TCM substitution with concurrence of EPA and ARB will rescind the committed TCM status of the two (2) Metrolink station park and lot expansion projects and the new regional vanpool program TCM will become effective.

FISCAL IMPACT:

Work associated with this item is included in the current FY14-15 Overall Work Program (15-025. SCG0164.01: Air Quality Planning and Conformity).

ATTACHMENT:

Transportation Control Measure (TCM) Substitution Report – Upland (FTIP ID 20040825) and Rialto (FTIP ID 200450) Metrolink Station Park and Ride Lot Expansion Projects

INTRODUCTION

Transportation Control Measures (TCMs) are defined as transportation projects or programs that adjust trip patterns or otherwise modify vehicle use in ways that reduce air pollutant emissions. TCMs are included in the most recently approved applicable Air Quality Management Plan (AQMP)/State Implementation plan (SIP) as part of the overall control strategy to demonstrate a region's ability to come into attainment with the National Ambient Air Quality Standards (NAAQS). In the SCAG region, only two ozone nonattainment areas include TCMs in their AQMPs/SIPs: South Coast Air Basin and Ventura County portion of the South Central Coast Air Basin. TCM-type projects in these nonattainment areas are considered committed once they have funds programmed for right-of-way or construction in the first two years of an approved SCAG Federal Transportation Improvement Program (FTIP). When a committed TCM project cannot be delivered or will be significantly delayed, the substitution of the TCM project follows the process specified in the Clean Air Act (CAA) Section 176(c)(8).

The San Bernardino Associated Governments (SANBAG) has requested that SCAG substitute two planned projects for Metrolink station park and ride lot expansion which are included as two committed TCMs in the South Coast Ozone SIP with a Regional Vanpool Program throughout San Bernardino County (see Appendix A). As documented herein, the proposed substitution is consistent with federal and state requirements, including the MPA-21 planning requirements and the U.S. Environmental Protection Agency's (EPA) Transportation Conformity Regulations.

TCM SUBSTITUTION PROCESS

The substitution process set forth in MAP-21 and the Transportation Conformity Regulations is included in the 2007 AQMP for the South Coast Air Basin and described in SCAG's 2015 FTIP Guidelines.

The County Transportation Commissions (CTCs) and/or project sponsors notify SCAG when a TCM project cannot be delivered or will be significantly delayed. SCAG and the CTCs then identify and evaluate possible replacement measures for individual substitutions with consultation of the Transportation Conformity Working Group (TCWG), which includes members from all affected jurisdictions, federal, state and/or local air quality agencies and transportation agencies.

Substitution of individual TCMs is provided for by the CAA Section 176(c)(8), under the following conditions:

- "(i) if the substitute measures achieve equivalent or greater emissions reductions than the control measure to be replaced, as demonstrated with an emissions impact analysis that is consistent with the current methodology used for evaluating the replaced control measure in the implementation plan;
- "(ii) if the substitute control measures are implemented-
 - "(I) in accordance with a schedule that is consistent with the schedule provided for control measures in the implementation plan; or



"(II) if the implementation plan date for implementation of the control measure to be replaced has passed, as soon as practicable after the implementation plan date but not later than the date on which emission reductions are necessary to achieve the purpose of the implementation plan;

"(iii) if the substitute and additional control measures are accompanied with evidence of adequate personnel and funding and authority under State or local law to implement, monitor, and enforce the control measures;

"(iv) if the substitute and additional control measures were developed through a collaborative process that included--

"(I) participation by representatives of all affected jurisdictions (including local air pollution control agencies, the State air pollution control agency, and State and local transportation agencies);

"(II) consultation with the Administrator; and

"(III) reasonable public notice and opportunity for comment; and

"(v) if the metropolitan planning organization, State air pollution control agency, and the Administrator concur with the equivalency of the substitute or additional control measures."

In addition to the conditions above, the 2007 South Coast AQMP states that the substitute project shall be in the same air basin and preferably be located in the same geographic area and preferably serve the same demographic subpopulation as the TCM being replaced.

A TCM substitution does not require a new conformity determination or a formal SIP revision. SCAG adoption of the new TCM with concurrence of the U.S. EPA and the California Air Resources Board (ARB) rescinds the original TCM and the substitution becomes effective.

PROJECT DESCRIPTION

The 2015 FTIP includes two committed TCM projects for Metrolink Station park and ride lot expansion in the City of Upland (FTIP ID 20040825) and City of Rialto (FTIP ID 200450) respectively. Due to revenue loss from the dissolution of redevelopment agencies in California, the Upland Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 300 parking spaces; while the Rialto Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 429 parking spaces. To mitigate the combined loss of 729 park and lot parking spaces, SANBAG is proposing to substitute a regional vanpool program project, with full funding for forming at least 128 new commuter vanpools in FY 2015-2016 with a steady increase to 1,459 vanpools by 2035 for residents of San Bernardino County. The regional vanpool program, starting operation in FY 2015-2016 and will continue as an on-going and growing program, is a new project and is not yet classified as a committed TCM.

COMPLIANCE WITH SUBSTITUTION REQUIREMENTS

Interagency Consultation. Interagency consultation on the proposed TCM substitution occurred at two publicly noticed TCWG meetings on January 27 and March 24, 2015 respectively. The TCM substitution request document was released for a 15-day public review period concluding March 13, 2015; No comments were received by the conclusion of the public review period.



Equivalent Emissions Reduction. SANBAG has analyzed the countywide emissions impacts of the substitute project and concluded that the replacement project provide equal or greater emission reductions (see Appendix A). SCAG staff has reviewed and concurred with both the methodology and the results of the analysis.

Similar Geographic Area. The two Metrolink station park and ride lot expansion projects and the regional vanpool program project serve the residents within the San Bernardino County portion of the South Coast Air Basin.

Full Funding. SANBAG has secured \$4 million from the Congestion Mitigation Air Quality funds for the regional vanpool program project. In addition, the program is expected to generate additional Federal Transit Administration Section 5307 funds, which will sustain the program on an on-going basis.

Similar Time Frame. The proposed project will become operational upon conclusion of the TCM substitution later this year, consistent with the schedules of the two Metrolink Park and Ride Lot Expansion TCM projects.

Timely Implementation. The proposed substitution is the means by which the obstacle to implementation of the two Metrolink Station park and ride lot expansion TCMs is being overcome. The replacement project will be monitored through TCM Timely Implementation Reports that SCAG releases for public review and submits for federal approval.

Legal Authority. SANBAG has legal authority and personnel to implement and operate the substitute project.

Agency Review and Adoption. After the 15-day public review period, the substitution will be presented to SCAG's Energy and Environment Committee (EEC) for approval. Upon EEC's approval, the substitution will be presented to SCAG's Regional Council for adoption. Adoption by the Regional Council and concurrence from U.S. EPA and ARB will rescind the committed TCM status of the original TCM projects and the new measure will become effective.

Programming of the Substitute TCMs. After obtaining the concurrence from ARB and EPA, the substitute TCM will be included into the conforming FTIP.



Appendix A

SANBAG Substitution Request



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- San Bernardino County Transportation Commission ■ San Bernardino County Transportation Authority
 - San Bernardino County Congestion Management Agency ■ Service Authority for Freeway Emergencies
-

January 21, 2015

Mr. Hasan Ikhata
Executive Director
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles CA 90017

Dear Mr. Ikhata:

The dissolution of redevelopment agencies in California has significantly impacted the ability of the local agencies within San Bernardino County to construct new projects. Both the City of Upland and the City of Rialto have transportation control measure (TCM) projects in the current Federal Transportation Improvement Program (FTIP) that have been impacted by revenue loss. The Upland Metrolink Station Park and Ride Lot Expansion Project (ID 20040825) has been delayed due to lack of funding, and the Rialto Metrolink Station Park and Ride Lot Expansion Project (ID200450) has been down scoped.

SANBAG recognizes that substitute projects are required by air quality regulations if a TCM project is delayed, down scoped, or removed from the FTIP. SANBAG requests that the parking spaces reduction from both projects be substituted with SANBAG's Regional Vanpool Program. As indicated in the attached report describing the specifics of the request, the air quality analysis, and its benefit, the Regional Vanpool Program offers air quality benefits that are estimated to exceed those of the two Metrolink Station Park and Ride Lot Expansion projects. SANBAG has committed \$4 million of Congestion Mitigation and Air Quality funds toward establishment of the Regional Vanpool Program, which is expected to generate additional Federal Transit Administration Section 5307 funds that will sustain the program on an on-going basis.

SANBAG would like to proceed with the substitution process at your earliest convenience. We understand the substitution process starts with the Southern California Association of Governments' recommendation to the Transportation Conformity Working Group (TCWG). We would greatly appreciate your assistance in preparing for and working through the substitution process with our State and Federal partners on the TCWG.

Please contact Philip Chu, Management Analyst III, at (909)884-8276 for the next steps in the substitution process and follow-up on the attachment. Thank you for your assistance in this important matter.

Sincerely,



Andrea Zureick
Director of Fund Administration and Programming

Attachments

Replacement of Planned Park and Ride Lot Parking Space Expansions with Implementation of Regional Vanpool Program

1.0 Introduction

The dissolution of redevelopment agencies in California has significantly impacted the ability of the local agencies within San Bernardino County to construct new projects. Both the City of Upland and the City of Rialto have Transportation Control Measure (TCM) projects in the current Federal Transportation Improvement Program (FTIP) that have been impacted by revenue loss. The Upland Metrolink Station Park and Ride Lot Expansion Project (ID 20040825) has been delayed due to lack of funding and the Rialto Metrolink Station Park and Ride Lot Expansion Project (ID200450) has been down scoped. For air quality conformity purposes, SANBAG is proposing to implement a Regional Vanpool Program as a single replacement TCM project to offset the emissions reduction shortfall anticipated for the reduced parking space expansion at each park and ride facility in the FTIP. The project description and air quality modeling results are discussed below.

2.0 Project Description

The SANBAG Regional Vanpool Program TCM project consists of the formation of no fewer than 128 new commuter vanpools in Fiscal Year 2015/2016. These vanpools will originate in San Bernardino County but have destinations in San Bernardino, Riverside, Orange, and Los Angeles Counties. Based on the success of similar programs in Southern California, the number of vanpools originating in San Bernardino County is projected to increase over the program life. Estimated vanpool formation by year 2023 is 1,219 total operating vanpools. Estimated vanpool formation by year 2035 is 1,459 vanpools. As shown in the following air quality analysis, the air quality benefits attributable to the vanpool program more than offset the air quality benefits anticipated from the Metrolink Station Park and Ride Lot Expansion projects over the respective project lifetime of 2015 through 2035.

3.0 Compliance with Substitution Requirements

- **Equivalent Emissions Reduction:** SANBAG has analyzed the countywide emissions impacts of the regional vanpool program, which is the proposed substitute TCM project, and concludes that it provides greater emissions reduction than the combined emissions reduction of the original TCM projects. See the Air Quality Analysis Methodology in Section 4.
- **Similar Geographic Area:** Both the Metrolink Park and Ride Lot Expansion TCM projects and the regional vanpool program TCM project are located in the San Bernardino portion of the South Coast Air Basin. The regional vanpool program will operate throughout San Bernardino County, excluding Victor Valley where there is an existing vanpool program.
- **Full Funding:** SANBAG has current funding from Congestion Mitigation Air Quality funds in the amount of \$4 million for the regional vanpool program TCM project. The program is

expected to generate additional Federal Transit Administration Section 5307 funds, which will sustain the program on an on-going basis.

- **Similar Time Frame:** The proposed regional vanpool program TCM project will be operational in 2015, equivalent to the Metrolink Park and Ride Lot Expansion TCM project schedules.
- **Timely Implementation:** The proposed substitution is the means by which the obstacle to implementation of the Metrolink Park and Ride Lot Expansion TCM projects is being overcome.
- **Legal Authority:** SANBAG has legal authority and personnel to implement and operate the substitute regional vanpool program TCM project.

4.0 Air Quality Analysis Methodology

The air quality impacts of the projects were calculated using California Air Resources Board (CARB) and Caltrans-approved methodologies for the evaluation of park and ride facilities and vanpool implementation programs. These methodologies are documented in the CARB/Caltrans document *"Methods to Find the Cost-Effectiveness of Funding Air Quality Projects"*.¹ The emission factors used in the evaluations are those published by CARB in May 2013 and are the most current factors available.

4.1 Park and Ride Parking Spaces - Air Quality Benefits not Realized due to Project Down-scoping: Park and Ride Lot Expansion Projects located at the Upland and Rialto Metrolink Stations have been down-scoped, reducing the number of available spaces for Metrolink commuters or other higher-occupancy commute modes. The Upland Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 300 parking spaces. The Rialto Metrolink Station Park and Ride Lot Expansion Project has been reduced in scope by a total of 429 parking spaces. The total loss in parking spaces is 729. The assumed net decrease in total daily Metrolink ridership resulting from this reduction in scope is shown below in Table 1:

¹ Methods to Find the Cost-Effectiveness of Funding Air Quality Projects, California Air Resources Board/California Department of Transportation, May 2013 Update.
(<http://www.arb.ca.gov/planning/tsaq/eval/eval.htm>)

Table 1: Metrolink Ridership Decrease from Scope Reduction of Park and Ride Lot Expansion Projects

		Spaces Reduced	Utilization Factor	Effective Spaces	Trip Length One-Way (mi.)	Daily One-Way Trips
2015	Upland	300	75%	225	35	450
2023	Upland	300	85%	255	35	510
2035	Upland	300	100%	300	35	600
2015	Rialto	429	75%	322	55	644
2023	Rialto	429	85%	365	55	729
2035	Rialto	429	100%	429	55	858

The average trip distance is 35 miles for commuters originating at the Upland Metrolink station and 55 miles for commuters originating at the Rialto Metrolink station. It is probable that the majority of commuters will utilize Metrolink to access Union Station in downtown Los Angeles; thus, the distances used in the analysis reflect this majority of commuters. (Note: Since there is no reliable data to determine the final destination of Metrolink users, the additional net air quality benefit from the Vanpool program will make up for trips that are taken beyond Union Station.)

As noted in Table 1, the CARB default factor of 0.75 was used to determine parking space utilization, i.e., 75% of the total of 729 spaces were assumed to generate new Metrolink riders. For analysis year 2023, it is assumed that the lost utilization factor will increase to 0.85, or that 85% of the 729 spaces will be occupied. For year 2035, it is assumed that commuters would occupy 100% of the 729 parking spaces.

4.2 SANBAG Regional Vanpool Program: The Regional Vanpool Program will begin operation in 2015 and is expected to implement no fewer than 128 new commuter vanpools at program commencement. First year daily ridership is targeting 1,664 daily riders. It is assumed that 83% of these riders are not vanpool dependent, and in lieu of vanpool participation would have commuted via single occupant automobile. This value is based on CARB guidelines. Further, it is assumed that 75% of all vanpool participants will drive a single occupant automobile to access their vanpool, with a one-way average vanpool access trip distance of five (5) miles. This is also consistent with CARB guidelines. Finally, emissions associated with the van miles traveled are factored into the air quality analysis.

Vanpool participation is expected to grow significantly between years 2015 and 2023, with continued operation and growth beyond year 2035. Table 2, below, shows the number of vanpools, vanpool riders, and single occupant automobile trips eliminated as a function of year:

Table 2: SANBAG Regional Vanpool Program Participation

	Riders Per Van	# Vanpools	Average Trip Length (mi.)	Daily One Way Trips
2015	6.5	128	45	1,664
2023	6.5	1,219	45	15,847
2035	6.5	1,459	45	18,967

As shown in Table 2, the average number of participants per vanpool is estimated to be 6.5. Average one-way trip length is estimated to be 45 miles one-way – this value is based on data compiled for other commuter-oriented vanpools that originate in the Inland Empire. The majority of these vanpools have destinations in the Los Angeles County and Orange County metropolitan areas. It is important to note that the trip lengths associated with the park and ride lot projects and vanpool projects are, when viewed as averages, comparable.

Vanpool participation is expected to steadily increase. In year 2023, it is projected that 1,219 vanpools will be operating with a point of origin in San Bernardino County. This equates to approximately 15,847 daily one-way trips that will be accomplished via high occupancy vanpool as opposed to automobile. For 2035, this is expected to grow to 1,459 vanpools, accounting for 18,967 daily one-way commute trips.

The CARB/Caltrans-approved methodology for analyzing the air quality benefits of park and ride and vanpool projects is discussed in Section 4.3.

4.3 Formulas & Input Values and Assumptions for Park and Ride Lot and Vanpool Projects (Table II-1 Input Values for Park and Ride Lot and Vanpool Projects (CARB - May 2013))

The emissions reduction benefits from park and ride lots and vanpool projects can be calculated using the Vanpools and Shuttles methodology.

Park and Ride Lots & Vanpools			
Days (D)	250	Effective days per year	
Ridership (R)		Total trips (riders)/day	One-way trips by riders (or number of boardings) per day. Refer to "Daily One Way Trips" in Tables 1 and 2 for Ridership values.
<i>For Auto Travel Reduced</i>			
Adjustment (A) on Auto Trips	0.83		This factor equals the portion of riders who did NOT previously use transit, vanpools, or carpools. The default (0.83) is the adjustment for long-distance, commuter vanpool

			service.
Auto Trip Length (L)	35 Upland 55 Rialto 45 Vanpool	Miles one direction/trip	This is the assumed trip length on Metrolink or in the vanpool.

For Auto Travel Added to Access Vanpool/Shuttle			
Adjustment (AA) for Auto Access to and from vanpool/shuttle	0.9 0.75	Park and Ride Lots Vanpools	The percentage of riders who drive to the park and ride lots or vanpool/shuttle service.
Trip Length (LL) for Auto Access to and from vanpool/shuttle	5	Miles one direction/trip	The default (5 mi) is for long-distance vanpools.

Formulas:

Annual Auto Trip Reduced = $[(D) * (R) * (A)] * [1 - (AA)]$ trips/year

Annual Auto VMT Reduced = $[(D) * (R) * (A)] * [(L) - (AA) * (LL)]$ miles/year

Annual Emission Reductions (ROG, NOx, and PM10) = lbs/year $[(\text{Annual Auto Trips Reduced}) * (\text{Auto Trip End Factor}) + (\text{Annual Auto VMT Reduced}) * (\text{Auto VMT Factor}) - (\text{Van VMT}) * (\text{Van VMT Factor})] / 454$

Park and Ride Ridership (R) = $(\text{Parking Spaces}) * (\text{Lot Utilization}) * (2 \text{ commute trips/day})$ (Per Table 1)

Vanpool Ridership (R) = $\# \text{Passengers} * \# \text{Vanpools} * 2 \text{ commute trips/day}$ (Per Table 2)

Van VMT = $(\# \text{Vanpools}) * (D) * (L) * (2 \text{ commute trips/day})$ (Per Table 2)

Where

- Parking spaces is the number of parking spaces added to an existing lot.
- Lot Utilization is the estimated lot utilization rate from monitored data OR use 0.75 as a default. The default value was used for 2015; a factor of 0.85 was used for year 2023.
- The default for Adjustment (AA) for Auto Access to and from vanpool/shuttle is 0.9 for park and ride and 0.75 for vanpools.

4.4 Emissions Factors: Automobile emissions factors for year 2015 and 2023 are provided by CARB/Caltrans in the referenced Guidelines document, as shown below in Table 3.

Table 3: CARB/Caltrans Automobile Emissions Factors

Analysis Period or Project Life	1-5 Years (2011-2015)	6-10 Years (2011-2020)	11-15 Years (2011-2025)	16-20 Years (2011-2030)
ROG				
VMT (g/mile)	0.191	0.153	0.132	0.119
commute trip ends (g/trip end)	0.764	0.614	0.521	0.462
average trip ends (g/trip end)	0.584	0.470	0.399	0.353
NO_x				
VMT (g/mile)	0.217	0.172	0.146	0.130
commute trip ends (g/trip end)	0.303	0.233	0.189	0.162
average trip ends (g/trip end)	0.298	0.231	0.189	0.162
PM_{2.5}				
VMT (g/mile)	0.087	0.087	0.087	0.087
running exhaust only (g/mile)	0.002	0.002	0.002	0.002
tire and brake wear (g/mile)	0.018	0.018	0.018	0.018
road dust (g/mile)	0.022	0.022	0.022	0.022
commute trip ends (g/trip end)	0.006	0.004	0.004	0.004
average trip ends (g/trip end)	0.003	0.003	0.003	0.004
CO				
VMT (g/mile)	2.239	1.783	1.518	1.356
commute trip ends (g/trip end)	6.046	4.847	4.083	3.593
average trip ends (g/trip end)	4.248	3.396	2.853	2.504

Emissions factors for the period ending in year 2035 were derived from EMFAC 2011 and are as follows (Table 4):

Table 4: Automobile Emissions Factors – 2011-2035

2011-2035 Emissions Factors	ROG	NO _x	PM ₁₀	PM _{2.5}	CO
VMT (g/mile)	0.113	0.124	0.096	0.087	1.288
Trips (g/trip end)	0.353	0.162	0.004	0.004	2.504

Emissions factors for vanpool vehicles are based on “Light and Medium Duty Trucks” (between 8501-10,000 lbs) on Table 2 (page 5) of the referenced Guidelines document assuming new cleaner vehicles will be purchased for the vanpool program and are as follows (Table 5):

Table 5: Vanpool Vehicle Emissions Factors

Emissions Factors	ROG	NO _x	PM ₁₀	PM _{2.5}	CO
VMT (mg/mile)	143	200	122	112	6,400

5.0 Air Quality Benefits Equivalency – Findings of the Technical Assessment

The methodologies discussed above in Sections 4.3 and 4.4 were used along with the project input data discussed in Sections 4.1 and 4.2. The forecast emissions reductions for the Metrolink Station Park and Ride Lot Expansion Projects were then compared with those of the Regional Vanpool Program. The results are shown in the following tables.

5.1 Park and Ride Lot Expansion Projects Air Quality Benefits – The incremental air quality benefits that were anticipated for the two Metrolink Station Park and Ride Lot Expansion projects, assuming the original project scopes, are shown below in Table 6:

Table 6: Park and Ride Lot Estimated Emissions Reductions, kg per day

	ROG	NOx	PM10	PM2.5	CO/7
Upland 2015	1.572	1.771	0.768	0.707	2.622
Rialto 2015	3.706	4.189	1.821	1.675	6.191
Total	5.278	5.960	2.589	2.382	8.812

	ROG	NOx	PM10	PM2.5	CO/7
Upland 2023	1.231	1.350	0.871	0.801	2.014
Rialto 2023	2.899	3.190	2.061	1.896	4.751
Total	4.130	4.540	2.932	2.697	6.765

	ROG	NOx	PM10	PM2.5	CO/7
Upland 2035	1.237	1.349	1.025	0.943	2.006
Rialto 2035	2.916	3.189	2.426	2.232	4.737
Total	4.153	4.538	3.450	3.174	6.743

The above Table shows the air quality benefits, in units of “kg per day” associated with the 729 total park and ride spaces at the two Metrolink stations for three horizon years: 2015; 2023; and 2035.

5.2 Regional Vanpool Program Air Quality Benefits - The following Table illustrates the air quality benefits attributable to the SANBAG Regional Vanpool Program for the years 2015, 2023, and 2035:

Table 7: SANBAG Regional Vanpool Program Emissions Reductions, kg per day

Vanpools 2015				
ROG	NOx	PM10	PM2.5	CO/7
6.513	6.970	2.734	2.516	9.089
Vanpools 2023				
ROG	NOx	PM10	PM2.5	CO/7
42.764	47.224	26.035	23.952	47.607
Vanpools 2035				
ROG	NOx	PM10	PM2.5	CO/7
42.269	46.652	31.161	28.668	41.752

5.3 Summary: The results clearly indicate that the proposed SANBAG Regional Vanpool Program TCM project will have equivalent – and likely substantially greater - air quality benefits as compared to the Park and Ride Lot Expansion TCM Projects in San Bernardino County and the region. The air quality benefits as a function of year, above and beyond those attributable to the two Metrolink Park and Ride Lot Expansion Projects, are shown below in Table 8.

Table 8: Net Air Quality Benefits of Proposed SANBAG Regional Vanpool Program TCM Substitution Project as Compared to Park and Ride Lot Expansion TCM Projects, kg per day

	ROG	NOx	PM10	PM2.5	CO/7
2015	1.235	1.009	0.145	0.134	0.277
2023	38.634	42.684	23.103	21.255	40.842
2035	38.116	42.114	27.711	25.494	35.009

As shown above, net positive air quality benefits should be realized from SANBAG Regional Vanpool Program inception through year 2035.

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Energy and Environment Committee
of the
Southern California Association of Governments
March 5, 2015
Minutes

THE FOLLOWING MINUTES ARE A SUMMARY OF ACTIONS TAKEN BY THE ENERGY AND ENVIRONMENT COMMITTEE. A DIGITAL RECORDING OF THE ACTUAL MEETING IS AVAILABLE FOR LISTENING IN SCAG'S OFFICE.

The Energy and Environment Committee (EEC) held its meeting at the SCAG Los Angeles Office.

Members Present

Hon. Denis Bertone, San Dimas	SGVCOG
Hon. Margaret Clark, Rosemead	District 32
Hon. Jordan Ehrenkranz, Canyon Lake	WRCOG
Hon. Larry Forester, Signal Hill	GCCOG
Hon. Laura Friedman, Glendale	Arroyo Verdugo Cities
Hon. Sandra Genis, Costa Mesa	OCCOG
Hon. Ed Graham, Chino Hills	District 10
Hon. Steve Hwangbo, La Palma	District 18
Hon. Diana Mahmud, South Pasadena	SGVCOG
Hon. Thomas Martin, Maywood	GCCOG
Hon. Mike Munzing, Aliso Viejo	District 12
Hon. Linda Parks	Ventura County
Hon. David Pollock, Moorpark	VCOG
Hon. Carmen Ramirez, Oxnard	District 45
Hon. Lupe Ramos Watson, Indio	CVAG
Hon. Deborah Robertson, Rialto (Chair)	District 8
Hon. Meghan Sahli-Wells, Culver City	WCCOG
Mr. Steve Schuyler, Ex Officio	Building Industry Association
Hon. John Sibert, Malibu	District 44
Hon. Jack Terrazas	Imperial County
Hon. Diane Williams, Rancho Cucamonga	SANBAG
Hon. Edward Wilson, Signal Hill	Gateway Cities
Hon. Bonnie Wright, Hemet	WRCOG

Members Not Present

Hon. Ross Chun, Aliso Viejo	TCA
Hon. Mitchell Englander, Los Angeles	District 59
Hon. Judy Mitchell, Rolling Hills Estates	District 40
Hon. Geneva Mojado, Soboba Band of Luiseno Indians	Tribal COG
Hon. Stephen Sammarco, Redondo Beach	SBCCOG
Hon. Eric Schmidt, Hesperia	SANBAG

CALL TO ORDER & PLEDGE OF ALLEGIANCE

Hon. Deborah Robertson, Rialto, called the meeting to order at 10:05 a.m. There was a quorum. The Hon. Larry Forester, Signal Hill, led the Committee in the Pledge of Allegiance.

PUBLIC COMMENT PERIOD

Melanie Schlotterbeck, Friends of Harbors, Beaches and Parks, stated that her agency has done extensive work in Orange County on Regional Conservation as it relates to land use planning and transportation infrastructure.

REVIEW AND PRIORITIZE AGENDA ITEMS

Staff requested that Information Item #10 become Item #12, Item #12 become Item #11, and Item #11 become Item #10 in that order.

ACTION ITEM

1. Notice of Preparation (NOP) for the 2016-2040 Regional Transportation Plan and Sustainable Communities Strategy (2016 RTP/SCS) Program Environmental Impact Report (PEIR)

Lijin Sun, SCAG Staff, stated that SCAG is the lead agency with responsibility for developing the PEIR for the RTP/SCS in accordance with the provisions of the California Environmental Quality Act (CEQA). The PEIR will provide a region-wide assessment of any potential significant adverse environmental effects of implementing the RTP/SCS at a programmatic level.

SCAG has prepared a NOP of a PEIR for the 2016 RTP/SCS in accordance with CEQA. The purpose of the NOP is to notify interested parties that SCAG plans to prepare a PEIR for the 2016 RTP/SCS. Staff recommends that the EEC authorize release of the NOP for a 30-day public review and comment period beginning March 9, 2015, to obtain input into the scope and content of the 2016 RTP/SCS PEIR.

A MOTION was made (Forester) to authorize the release of the NOP of a PEIR for the 2016 RTP/SCS for a 30-day public review and comment period, beginning March 9, 2015 and ending April 7, 2015, with revisions to address comments from the Committee regarding the project description. The MOTION was SECONDED (Parks) and APPROVED by the following votes:

AYES: Bertone, Clark, Ehrenkranz, Forester, Friedman, Genis, Graham, Hwangbo, Mahmud, Martin, Parks, Pollock, Ramirez, Ramos Robertson, Sahli-Wells, Sibert, Terrazas, Williams, Wilson, Wright

NOES: Munzing

ABSTAIN: None

2. Minutes of the October 2, 2014 Meeting

Hon. Diane Mahmud, South Pasadena, stated that the minutes should be corrected so as not to reflect that Hon. Deborah Robertson called the meeting to order since she was listed as absent. (Hon. Cheryl Viegas Walker presided over the October 2, 2014 meeting, in Hon. Deborah Robertson's absence as reflected on Page 2 of the minutes.)

A MOTION was made (Forester) to move the Minutes with the correction noted. The MOTION was SECONDED (Bertone) and APPROVED by the following votes:

AYES: Bertone, Clark, Ehrenkranz, Forester, Friedman, Genis, Mahmud, Martin, Munzing, Parks, Pollock, Ramirez, Robertson, Sahli-Wells, Sibert, Terrazas, Williams, Wilson

NOES: None
ABSTAIN: Hwangbo, Ramos, Wright

CONSENT CALENDAR

Receive and File

3. 2015 Regional Council and Policy Committees Meeting Schedule
4. Regional Guidelines for 2015 Active Transportation (Funding) Program (ATP)
5. U.S. Department of Transportation (USDOT) Mayors' Challenge for Safer People, Safer Streets
6. 2015 Local Profiles Status Update
7. Potential Policy Committee Meetings and Agenda Items Related to the Development of the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) for the Next 8 Months
8. Affordable Housing and Sustainable Communities (AHSC) Program
9. Cap-and-Trade Greenhouse Gas Reduction Fund: Affordable Housing and Sustainable Communities Program Update – Concept Applications Process & Recommendation
10. SCAG Sustainability Planning Grants Program – Monthly Update

A MOTION was made (Forester) to move the Consent Calendar. The MOTION was SECONDED (Ramos Watson) and APPROVED by the following votes:

AYES: Bertone, Clark, Ehrenkranz, Forester, Friedman, Genis, Hwangbo, Mahmud, Martin, Munzing, Parks, Pollock, Ramirez, Ramos Watson, Robertson, Sahli-Wells, Sibert, Terrazas, Williams, Wilson, Wright

NOES: None

ABSTAIN: None

INFORMATION ITEMS

10. Introduction to SCAG's Upcoming Environmental Justice (EJ) Analysis for the 2016 RTP/SCS

Kimberly Clark, SCAG Staff, stated that SCAG is responsible for pursuing and developing solutions to transportation, housing, air quality and other regional issues, and ensuring that EJ principles are an integral part of the regional planning process. Ms. Clark provided a summary of EJ requirements, discussed the EJ analysis from the 2012-2035 RTP/SCS, and introduced potential approaches to the EJ analysis for the 2016-2040 RTP/SCS.

11. Preliminary 2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) Scenario Planning Matrix

Jason Greenspan, SCAG Staff, summarized four (4) policy scenarios being analyzed to help inform the development of the preliminary 2016 RTP/SCS. The scenarios vary in intensity from one (1) to four (4) with Scenario 4 as most intense in terms policy, programs and actions required to realize the vision.

Scenario 1 is a baseline scenario that considers growth based on regional household and employment trends, and includes transportation projects that are already in operation and projects

that are firmly committed and further along in the delivery process. Scenario 2 assumes growth based on local General Plan designations as refined by cities through SCAG's recent extensive outreach efforts and a transportation system improvements already included in the approved 2012 RTP/SCS, as well as new transportation project lists received from the six (6) county transportation commissions (CTCs). Scenario 3 (also known as Policy A) builds upon Scenario 2 as a technical and policy update to the 2012 RTP/SCS including consideration of the impacts of new technologies and demand response transportation, and more future growth in walkable, mixed-use communities and in HQTAs. The highway and roadway network would see a 25% increase in system preservation. Scenario 4 (or Policy B) builds upon Scenario 3 and represents the most ambitious scenario in regard to land use, transportation projects and funding programs, and new technology innovations.

12. 2016 Regional Transportation Plan and Sustainable Communities Strategy Public Health Integration

Rye Baerg, SCAG Staff, provided a summary of SCAG staff efforts to integrate public health considerations into the 2016 RTP/SCS. The framework includes strategies for engagement, education, and policy development and analysis.

CHAIR'S REPORT - None

STAFF REPORT – Jonathan Nadler announced he is leaving SCAG and thanked the Committee for their direction to staff and support of SCAG's work efforts.

FUTURE AGENDA ITEMS

- Hon. Larry Forester: Follow up on US Mayor's conference on storm water affordability (previously heard by EEC and RC)
- Hon. Deborah Robertson: Invite US EPA to discuss issues surrounding Superfund sites
- Hon. Deborah Robertson: CEQA Reform. Hon. Larry Forester asked to include NEPA reform with the item.
- Hon. Meghan Sahli-Wells: Impacts of urban oil drilling
- Hon. Linda Parks: Impacts of ultrafine particulate matter
- Hon. Sam Pedroza, ex-officio: Economics and impacts of waste hauling (Note: requested last month outside of EEC meeting)
- Hon. Deborah Robertson: Requested that staff routinely provide EEC with legislative update report

ANNOUNCEMENTS - None

ADJOURNMENT

Hon. Deborah Robertson adjourned the meeting at 12:12 p.m.

The next meeting of the Energy & Environment Committee will be held on Thursday, April 2, 2015 at the SCAG Los Angeles Office.

Action Minutes Reviewed by:



Jonathan Nadler, Manager
Compliance & Performance Monitoring

Energy and Environment Committee Attendance Report

2015

Member (including Ex-Officio)	Date Appointed if after 1/1/14	Representing	X = County Represented						X = Attended Black Shading = Dark												Total Mtgs Attended
			Imperial	Los Angeles	Orange	Riverside	San Bernar dino	Ventura	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec	
Bertone, Denis		SGVCOG		X					J	J	X		G								1
Chun, Ross		TCA							O	O			E								
Clark, Margaret		Rosemead		X					I	I	X		N								1
Ehrenkranz, Jordan		WRCOG				X			N	N	X		E								1
Englander, Mitchell		Los Angeles		X					T	T			R								
Forester, Larry		Gateway Cities		X							X		A								1
Friedman, Laura		AVCOG		X					M	M	X		L								1
Genis, Sandra		OCCOG			X				E	E	X										1
Graham, Ed	Feb. 2015	SANBAG		X					E	E	X		A								1
Hwangbo, Steve	Jan. 2015	La Palma			X				T	T	X		S								1
Mahmud, Diana		SGVCOG		X					I	I	X		S								1
Martin, Thomas		GCCOG		X					N	N	X		E								1
Mitchell, Judy		SBCCOG		X					G	G			M								
Mojado, Geneva		Tribal COG											B								
Munzing, Mike		District 12			X						X		L								1
Parks, Linda	Feb. 2015	Ventura						X			X		Y								1
Pollock, David		VCOG						X			X										1
Ramirez, Carmen		Oxnard						X			X										1
Ramos-Watson, Lupe		CVAG				X	X				X										1
Robertson, Deborah		District 8		X							X										1
Sahli-Wells, Meghan		WCCOG		X							X										1
Sanmarco, Stephen		SBCCOG					X														
Schmidt, Eric		SANBAG		X																	
Schuyler, Steve		BIASC			X						X										1
Sibert, John		District 44	X								X										1
Terrazas, Jack		Imperial County	X								X										1
Williams, Diane		SANBAG		X							X										1
Wilson, Edward		Signal Hill				X					X										1
Wright, Bonnie	Jan. 2015	WRCOG					X				X										1
		TOTALS	2	13	4	3	3	3													

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2015 MEETING SCHEDULE

REGIONAL COUNCIL AND POLICY COMMITTEES

Main Office

818 West Seventh Street
12th Floor
Los Angeles, California
90017-3435
t (213) 236-1800
f (213) 236-1825
www.scag.ca.gov

Officers

President
Carl Morehouse, San Buenaventura

First Vice President
Cheryl Viegas-Walker, El Centro

Second Vice President
Michele Martinez, Santa Ana

Immediate Past President
Greg Pettis, Cathedral City

Executive/Administration Committee Chair

Carl Morehouse, San Buenaventura

Policy Committee Chairs

Community, Economic and
Human Development
Margaret Finlay, Duarte

Energy & Environment
Deborah Robertson, Rialto

Transportation
Alan Wapner, San Bernardino
Associated Governments

**All Regular Meetings are scheduled on the
1st Thursday of each month; except for the month of October***

Executive/Administration Committee (EAC)	9:00 AM – 10:00 AM
Community, Economic and Human Development Committee (CEHD)	10:00 AM – 12:00 PM
Energy and Environment Committee (EEC)	10:00 AM – 12:00 PM
Transportation Committee (TC)	10:00 AM – 12:00 PM
Regional Council (RC)	12:15 PM – 2:00 PM

January 1, 2015 (DARK)

February 5, 2015

March 5, 2015

April 2, 2015

**May 7 – 8, 2015
(2015 SCAG Regional Conference & General Assembly)**

June 4, 2015

July 2, 2015

August 6, 2015 (DARK)

September 3, 2015

October 8, 2015*

(Note: League of California Cities Annual Conference, San Jose, CA, on Sept. 30 – Oct. 2)

November 5, 2015

December 3, 2015

The Regional Council consists of 86 elected officials representing 191 cities, six counties, six County Transportation Commissions, one representative from the Transportation Corridor Agencies, one Tribal Government representative and one representative for the Air Districts within Southern California.

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DATE: April 2, 2015

TO: Regional Council (RC)
Executive/Administration Committee (EAC)
Community, Economic, and Human Development (CEHD) Committee
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director of Land Use and Environmental Planning, liu@scag.ca.gov,
213-236-1838

SUBJECT: SCAG Sustainability Planning Grants Program – Monthly Update

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

Receive and File.

EXECUTIVE SUMMARY:

SCAG is providing the attached monthly update regarding successful implementation of seventy-five (75) Sustainability Grants to member agencies. Forty-four (44) of the seventy-five (75) approved SCAG Sustainability Planning Grants were funded in the fall of 2013. An additional fifteen (15) projects were funded in the summer of 2014. Six (6) of these projects will be funded by an award to SCAG from the California Strategic Growth Council. The remaining projects were funded in the fall of 2014. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-six (66) grant projects have had Request for Proposals (RFPs) released, fifty-eight (58) grant projects have selected consultants, and forty-eight (48) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; and Goal 4: Develop, Maintain and Promote the Utilization of State of the Art Models, Information Systems and Communication Technologies.

BACKGROUND:

On September 12, 2013, the Regional Council approved seventy-three (73) Sustainability Planning Grant projects and directed staff to proceed with funding projects with available funds for Phases I and Phase II projects (total of 44 projects). The remaining projects comprised Phase III and are proceeding as additional funds have become available in FY 2014-2015. An additional fifteen (15) projects were funded in the summer of 2014. On August 7, 2014 the Regional Council approved adding two (2) Sustainability Planning

REPORT

Grant projects to the approved list for a new total of seventy-five (75) projects. On October 2, 2014 the Regional Council approved funding for the remaining projects on the list.

SCAG staff is providing monthly updates to the Board regarding implementation of the seventy-five (75) grants. At the time this report was distributed, seventy (70) grant projects have had Scopes of Work developed and finalized, sixty-six (66) grant projects have had Request for Proposals (RFPs) released, fifty-eight (58) grant projects have selected consultants, and forty-eight (48) grant projects have had contracts executed (this includes contracts resulting from Memoranda of Understanding between SCAG and the following Cities and funding contributions: West Covina - \$200,000; Indio - \$175,000; Westminster - \$200,000; and Fountain Valley - \$200,000. These funding contributions are consistent with the Sustainability Grant amount the Regional Council previously authorized).

FISCAL IMPACT:

Funding is included in SCAG's FY 2014-15 Overall Work Program (OWP) Budget. Staff's work budget for the current fiscal year are included in FY 2014-15 OWP 065.SCG02663.02.

ATTACHMENT:

Summary Progress Chart

SCAG Sustainability Planning Grants

March 12, 2015

Regional Council Progress Update

Working / Last							
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract
Phase 1 (Available funds FY 13-14)							
1	San Bernardino County	Bloomington Area Valley Blvd. Specific Plan Health and Wellness Element - Public health; Active transportation; Livability; Open space	x	x	x	x	x
2	Los Angeles - Department of City Planning	Van Nuys & Boyle Heights Modified Parking Requirements - Economic development; TOD; Livability	x	x	x	x	x
3	Los Angeles - Department of City Planning	Bicycle Plan Performance Evaluation - Active transportation; performance measures	x	x	x	x	x
4	Western Riverside Council of Governments	Public Health: Implementing the Sustainability Framework - Public health; Multi-jurisdiction coordination; Sustainability	x	x	x	x	x
5	Santa Ana	Complete Streets Plan - Complete streets; Active transportation; Livability	x	x	x	x	x
6	San Bernardino Associated Governments	Climate Action Plan Implementation Tools - GHG reduction; Multi-jurisdiction coordination; Implementation	x	x	x	x	x
7	Riverside	Restorative Growthprint Riverside - GHG reduction; Infrastructure investment; Economic development	x	x	x	x	x
8	Orange County Parks	Orange County Bicycle Loop - Active transportation; Multi-jurisdictional; Public health	x	x	x	x	x
9	Ventura County	Connecting Newbury Park - Multi-Use Pathway Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x
10	Imperial County Transportation Commission	Safe Routes to School Plan - Multi-modal; Active transportation	x	x	x	x	x
11	Yucaipa	College Village/Greater Dunlap Neighborhood Sustainable Community - Complete Streets; TOD	x	x	x	x	x

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
12	Las Virgenes-Malibu Council of Governments	Multi-Jurisdictional Regional Bicycle Master Plan - Active transportation; Public health; Adaptive re-use	x	x	x	x	x	
13	Eastvale	Bicycle & Pedestrian Master Plan - Active Transportation	x	x	x	x	x	
14	West Covina	Downtown Central Business District - Multi-modal; Active transportation	x	x	x	x	x	
15	Placentia	General Plan/Sustainability Element & Development Code Assistance - General Plan Update; Sustainability Plan	x	x	x	x	x	
16	Paramount/Bellflower	Regional Bicycle Connectivity - West Santa Ana Branch Corridor - Active transportation; multi-jurisdiction	x	x	x	x	x	
17	Costa Mesa	Implementation Plan for Multi-Purpose Trails - Active Transportation	x	x	x	x	x	
Phase 2 (Available funds)								
18	Fullerton	East Wilshire Avenue Bicycle Boulevard - Active transportation; Livability; Demonstration project	x	x	x	x	x	
19	Beaumont	Climate Action Plan - GHG reduction	x	x	x	x	x	
20	Palm Springs	Sustainability Master Plan Update - Leverages larger effort; commitment to implement	x	x	x	x	x	
21	Big Bear Lake	Rathbun Corridor Sustainability Plan - Multi-modal; Economic development; Open space	x	x	x	x	x	
22	Western Riverside Council of Governments	Land Use, Transportation, and Water Quality Planning Framework - Integrated planning, Sustainability	x	x	x	x	x	
23	Anaheim	Bicycle Master Plan Update - Active transportation	x	x	x	x	x	
24	Ontario	Ontario Airport Metro Center - Multi-modal; Visualization; Integrated planning	N/A					
25	Coachella Valley Association of Governments	CV Link Health Impact Assessment - Active transportation; Public health; Multi-jurisdiction	x	x	x	x	x	

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
26	San Bernardino Associated Governments	San Bernardino Countywide Complete Streets Strategy - Multi-modal; Livability; Multi-jurisdiction	x	x	x	x	x	
27	Chino Hills	Climate Action Plan and Implementation Strategy - GHG reduction; Implementation; Sustainability	x	x	x	x	x	
28	Coachella	La Plaza East Urban Development Plan - Mixed-use, TOD, Infill	x	x	x	x	x	
29	South Bay Bicycle Coalition/Hermosa, Manhattan, Redondo	Bicycle Mini-Corral Plan - Active transportation; implementable; good value	x	x	x	x	x	
30	Hawthorne	Crenshaw Station Area Active Transportation Plan and Overlay Zone - Multi-modal; Active transportation; GHG reduction	x	x	x	x	x	
31	Chino	Bicycle & Pedestrian Master Plan - Multi-modal; Active transportation	x	x	x	x	x	
32	Stanton	Green Planning Academy - Innovative; Sustainability; Education & outreach	x	x	x	x	x	
33	Hermosa Beach	Carbon Neutral Plan - GHG reduction; Sustainability	x	x	x	x	x	
34	Palm Springs	Urban Forestry Initiative - Sustainability; Unique; Resource protection	x	x	x	x	x	
35	Orange County	"From Orange to Green" - County of Orange Zoning Code Update - Sustainability; implementation	x	x	x	x	x	
36	Calimesa	Wildwood and Calimesa Creek Trail Master Plan Study - Active transportation; Resource protection	x	x	x	x	x	
37	Western Riverside Council of Governments	Climate Action Plan Implementation - GHG Reduction; Multi-jurisdiction; implementation	x	x	x	x	x	
38	Lynwood	Safe and Healthy Community Element - Public health & safety, General Plan update	x	x	x	x	x	

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
39	Palmdale	Avenue Q Feasibility Study - Mixed-use; Integrated planning	x	x	x	x	x	
40	Long Beach	Willow Springs Wetland Habitat Creation Plan - Open Space; Resource protection	x	x	x	x	x	
41	Indio	General Plan Sustainability and Mobility Elements - Sustainability; Multi-modal, General Plan update	x	x	x	x	x	
42	Glendale	Space 134 - Open space/Freeway cap; Multi-modal	x	x	x	x	x	
43	Rancho Palos Verdes/City of Los Angeles	Western Avenue Corridor Design Implementation Guidelines - Urban Infill; Mixed-use; Multi-modal	x	x	x	x	x	
44	Moreno Valley	Nason Street Corridor Plan - Multi-modal; Economic development	x	x	x	x	x	
Phase 3 (Pending additional funds)								
45	Park 101/City of Los Angeles	Park 101 District - Open space/Freeway cap; Multi-modal	x	x	x			
46	Los Angeles/San Fernando	Northeast San Fernando Valley Sustainability & Prosperity Strategy - Multi-jurisdiction; Economic development; Sustainability	x	x	x	x		
47	San Dimas	Downtown Specific Plan - Mixed use; Infill	x	x				
48	Los Angeles - Department of City Planning	CEQA Streamlining: Implementing the SCS Through New Incentives - CEQA streamlining	x	x	x			
49	Pico Rivera	Kruse Road Open Space Study - Open space; Active transportation	x	x	x	x	x	
50	South Bay Cities Council of Governments	Neighborhood-Oriented Development Graphics - public outreach	x	x	x	x		
51	San Bernardino Associated Governments	Safe Routes to School Inventory - Active transportation; Public health	x	x	x	x	x	
52	Burbank	Mixed-Use Development Standards - Mixed use; Urban infill	x	x	x	x		

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
53	San Bernardino Associated Governments	Countywide Habitat Preservation/Conservation Framework - Open Space; Active Transportation	N/A					
54	Rancho Cucamonga	Healthy RC Sustainability Action Plan - Public health; implementation	x	x	x	x		
55	Pasadena	Form-Based Street Design Guidelines - Complete Streets; Multi-modal; Livability	x	x	x	x		
56	South Gate	Gateway District/Eco Rapid Transit Station Specific Plan - Land Use Design; Mixed Use; Active Transportation	x	x				
57	Lancaster	Complete Streets Master Plan - Complete Streets Plan	x	x	x	x		
58	Rancho Cucamonga	Feasibility Study for Relocation of Metrolink Station - Transit Access	x	x	x			
59	Santa Clarita	Soledad Canyon Road Corridor Plan - Land Use Design; Mixed Use Plan	N/A					
60	Seal Beach	Climate Action Plan - Climate Action Plan	x	x	x	x		
61	La Mirada	Industrial Area Specific Plan - Land Use Design	N/A					
62	Hemet	Downtown Hemet Specific Plan - Land Use Design; Mixed Use Plan	x	x	x	x		
63	Hollywood Central Park/City of Los Angeles	Hollywood Central Park EIR - Open Space/Freeway Cap; Multi-modal	x	x				
64	Desert Hot Springs	Bicycle/Pedestrian Beltway Planning Project - Active Transportation	N/A					
65	Cathedral City	General Plan Update - Sustainability - General Plan Update; Sustainability Plan	x	x	x	x		
66	Westminster	General Plan Update - Circulation Element - General Plan Update; Complete Streets	x	x	x	x	x	
67	La Canada Flintridge	Climate Action Plan - Climate Action Plan	x	x	x			
68	Huntington Beach	Neighborhood Electric Vehicle Plan - Electric Vehicle	x	x	x			
69	Pasadena	Green House Gas (GHG) Emission Reduction Evaluation Protocol - Climate Action Plan	x	x	x	x		

Working / Last								
Rank	Applicant	Project	Contact	Scope	RFP	Selection	Contract	
70	San Bernardino Associated Governments	Countywide Bicycle Route Mobile Application - Active Transportation	x	x				
71	Dana Point	General Plan Update - General Plan Update	x	x	x			
72	Garden Grove	RE:IMAGINE Downtown - Pedals & Feet - Active Transportation; Infill	x	x	x			
73	Barstow	Housing Element and Specific Plan Update - Housing; Land Use Design	x	x	x			
74	Bell	General Plan Update - General Plan Update	x	x	x	x		
75	Fountain Valley	Euclid/I-405 Overlay Zone - Mixed use; Urban infill	x	x	x	x	x	

DATE: April 2, 2015

TO: Energy & Environment Committee (EEC)

FROM: Kristen Pawling, Associate Regional Planner, (213) 236-1907; pawling@scag.ca.gov

SUBJECT: Regional Open Space Conservation Planning

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only - No Action Required.

EXECUTIVE SUMMARY:

The 2012-2035 Regional Transportation Plan/Sustainable Community Strategy (2012 RTP/SCS) outlined steps to develop a conservation planning strategy. SCAG has convened an Open Space Conservation Working Group to help disseminate best practices, review best practices, and develop 2016 RTP/SCS policy recommendations. The Working Group, in addition to previous work surveying local jurisdictions and county transportation commissions (CTCs) to better understand existing conservation and open space practices and policies throughout the region, and the development of a framework and assessment to help guide future conservation planning efforts, is part of the ongoing efforts to implement the 2012 RTP/SCS.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; a. Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The Southern California region is one of the most biodiverse areas on the planet with an enormous wealth of natural habitats for about 550 species of animals, including forty-three endangered or threatened species. Issues such as climate change, continuing development pressure, infrastructure needs, and limited financial resources present challenges in protecting and maintaining our natural places and providing residents with recreational open spaces.

The 2012 Regional Transportation Plan/Sustainable Community Strategy (2012 RTP/SCS) included a conservation planning policy and strategies to address environmental mitigation requirements pursuant to federal planning law. The 2012 RTP/SCS identified the following potential steps to develop a conservation policy:

- 1) Engage in a strategic planning process to determine the critical components and implementation steps for identifying and addressing open space resources;
- 2) Identify and map regional priority conservation areas based on the most recent land use data for future consideration and potential inclusion in future plans;
- 3) Engage with various partners, including the CTCs, and build from existing local efforts to identify priority conservation areas and develop an implementable plan;

- 4) Develop regional mitigation policies or approaches for the 2016 RTP/SCS. This strategy set forth in the 2012 RTP/SCS supports natural land restoration, conservation, protection and acquisition while offering greenhouse gas emissions reduction benefits and potentially addresses climate change impacts to natural habitats.

Appendix G of the Program Environmental Impact Report (PEIR) for the 2012 RTP/SCS, certified by SCAG's Regional Council in April 2012, included example measures intended to function as a resource for lead agencies to consider in identifying mitigation measures to reduce impacts anticipated to result from future projects, as deemed applicable and feasible by such agencies. One such example measure considers open space conservation in the SCAG region (BIO/OS43; Appendix G; page 16). This example mitigation measure states, "Any Conservation opportunity areas identified by SCAG or others may be used by local jurisdictions and project sponsors as priority areas for mitigating impacts to open space resources. SCAG's forthcoming regional conservation planning policy will include additional information on conservation opportunity areas."

In the completed first phase of implementing the comprehensive open space strategic planning process, SCAG surveyed local governments and the six (6) county transportation commissions to gauge the types of open space programs, policies, and plans that exist. Survey results suggest that most local governments approach open space and/or conservation planning in a project-by-project, comprehensive, or a combination manner. The county transportation commission survey results showed that CTCs in the region also vary in their approach to comprehensive conservation planning.

SCAG has made progress in the process of identifying and prioritizing important areas for conservation of natural resources and open space within the region. Since the October update to EEC, SCAG has convened an Open Space Conservation Working Group focused on sharing best practices, providing input on SCAG's role in open space planning, and developing policy recommendations for 2016 RTP/SCS. The Working Group has also provided input on the consultant products including data collected that could be used for identifying open space areas for mitigation efforts and the recommended prioritization methodology that can be used to categorize important areas for conservation of natural resources and open space. Participants in the Working Group include resource agencies, environmental non-profits, local governments, county transportation commissions, and private interests. This diverse range of participants has met four (4) times and will continue to provide valuable input through the summer of 2015. Examples of topics that the group has addressed thus far include enhancing and leveraging the intergovernmental review process to better communicate potential mitigation opportunities, an overview of the Western Riverside County Resource Conservation Authority's activities implementing the county's Multiple Species Habitat Conservation Plan (MSHCP), and an overview of the Combined Habitat Assessment Protocol recommended by the SCAG consultant. Previous agendas and presentations are available on the SCAG website: <http://scag.ca.gov/committees/Pages/CommitteeL2/SingleCommittee.aspx?CID=36>.

FISCAL IMPACT:

Work associated with this item was included in FY 2013-2014 Overall Work Program and continued work associated with this item is included in FY 2014-2015 Overall Work Program (225.SCG02659.01).

ATTACHMENT:

None



DATE: April 2, 2015

TO: Regional Council (RC)
Executive Administration Committee (EAC)
Community, Economic and Human Committee (CEHD)
Energy and Environment Committee (EEC)
Transportation Committee (TC)

FROM: Huasha Liu, Director, Land-Use Planning & Environment, liu@scag.ca.gov,
213-236-1838

SUBJECT: 2015 Active Transportation Program (ATP) Regional Guidelines

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION EAC, TC:

Recommend the Regional Council approve the 2015 Active Transportation Program Regional Guidelines.

RECOMMENDED ACTION RC:

Approve the 2015 Active Transportation Program Regional Guidelines and authorize the Executive Director to submit the guidelines to the California Transportation Commission for final approval.

RECOMMENDED ACTION CEHD, EEC:

Receive and File

EXECUTIVE SUMMARY:

On March 26, 2015, the California Transportation Commission (CTC) adopted the Active Transportation Program (ATP) Statewide Guidelines and announced the 2015 Call for Projects. The 2015 ATP budget is anticipated to be approximately \$300 million and will cover fiscal years 2016/17-2018/19. Approximately 60% of the total funding awards will be recommended by the CTC through the Statewide Program and Small Urban/Rural Program components. Forty percent of the total funding awards will be recommended by regional MPOs; SCAG's share of the MPO component is approximately \$70 million. Similar to the 2014 ATP, SCAG is required to collaborate with the County Transportation Commissions to adopt regional guidelines that outline the criteria and process for selecting projects that are recommended for funding as part of the MPO component. After approval of the Regional Council, the attached 2015 Active Transportation Program Regional Guidelines will be submitted to the California Transportation Commission for adoption. The 2015 ATP Statewide Guidelines retain many of the same requirements as the 2014 Statewide Guidelines.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan Goal 2: Obtain Regional Transportation Infrastructure Funding and Promote Legislative Solutions for Regional Planning Priorities; Objective 1: Identify new infrastructure funding opportunities with State, Federal and private partners

BACKGROUND:

The California Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes 2013) and Assembly Bill 101 (Chapter 354, Statutes 2013), to encourage increased use of active modes of transportation, such as biking and walking, as well as to ensure compliance with the federal transportation authorization Moving Ahead for Progress in the 21st Century (MAP-21). The goals of the Active Transportation Program are to:

- Increase the proportion of trips accomplished by biking and walking.
- Increase the safety and mobility of non-motorized users.
- Advance the active transportation efforts of regional agencies to achieve greenhouse gas reduction goals as established pursuant to Senate Bill 375 (Chapter 728, Statutes of 2008) and Senate Bill 391 (Chapter 585, Statutes of 2009).
- Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
- Ensure that disadvantaged communities fully share in the benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Funds awarded through the ATP program are selected by the state (60% of total funds) as well as regional MPOs (40% of total funds).

Regional Guidelines

The ATP Regional Guidelines (Guidelines) outline the process by which SCAG in collaboration with the county transportation commissions intends to meet its requirements for implementing the project selection process for the 2015 ATP Regional Program. The Guidelines must be consistent with direction established in the Statewide Guidelines and be approved by the Regional Council and the CTC. The 2015 ATP Statewide Guidelines retain many of the same requirements as the 2014 Statewide Guidelines. Consequently, the 2015 Regional Guidelines remain largely unchanged. Key elements of the guidelines are outlined below:

- Projects selected for the regional program must be submitted as part of a Consolidated (Statewide + Regional) Call for Projects conducted by the CTC between March 26 and May 31, 2015.
- Preliminary scoring will be completed through the Consolidated Call for Projects managed by CTC.
- Projects not selected for the statewide program will be considered for funding in the regional program.
- Each county will have the ability to modify preliminary scores by adding up to 10 points (on a 110 point scale) to projects that are consistent with local and regional plans within each county.
- Geographic equity will be achieved by establishing a preliminary recommended funding list that dedicates no less than 95% of the total regional funds to Implementation Projects proportionate to the population of each county. Implementation Projects may include capital projects as well as non-infrastructure projects, such as Safe Routes to School programs and other educational and enforcement activities.
- Up to 5% of the funding in the regional program will be reserved for the development of active transportation plans. The intent of this reserve to ensure a broad spectrum of projects is funded per the goals of SB 99, while also allowing but not exceeding the requirement that no more than 5% of the regional program be spent on planning.

REPORT

- SCAG retains the authority to modify the preliminary recommended project list in order to ensure 25% of the total regional program is dedicated to projects benefitting disadvantaged communities, as required by state law.
- The final recommended project list will be reviewed by the CEOs of the county transportation commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Regional Program of Projects to SCAG's Regional Council for approval prior to submission to the CTC.

Following approval by the Regional Council and thereafter by the State CTC of the Regional Guidelines, SCAG staff will continue its collaboration with the county transportation commissions to implement the regional project selection process. SCAG staff will provide updates to the Transportation Committee on the regional program, and return to the Regional Council with a recommended program of projects for the 2015 ATP regional program as early as November 2015.

FISCAL IMPACT:

Work associated with this item is included in the current FY2014/15 Overall Work Program (050.SCG00169.01: Regional Active Transportation Strategy) and FY2015/1016 Overall Work Program (050.SCG00169.06: Active Transportation Program).

ATTACHMENT:

2015 ATP Regional Guidelines

2015 Active Transportation Program Southern California Association of Governments Regional Guidelines

The intent of this document is to successfully implement the active transportation related programs and funding components of the Moving Ahead for Progress in the 21st Century Act (MAP-21) and California Senate Bill 99 (SB 99). The following Regional Guidelines outline the roles, responsibilities and processes for selecting projects to receive funding from the SCAG region's dedicated share of the 2015 California Active Transportation Program (ATP). The SCAG region's annual share is approximately \$25 million, which includes 100% of SCAG's federal Transportation Alternative Program apportionments (approximately \$14 million) plus approximately \$11 million/year from other federal and state funding programs that were consolidated by SB 99 into the ATP. These Guidelines relate to the 2015 California Active Transportation Program only, which includes three years of funding in Fiscal Year 2016/17, FY 2017/18 and FY 2018/19. The Guidelines may be revisited and modified for future rounds of funding.

Background

- The goals of the ATP program are to:
 - Increase the proportion of trips accomplished by biking and walking.
 - Increase the safety and mobility of non-motorized users.
 - Advance the active transportation efforts of regional agencies to achieve greenhouse gas reductions goals as established pursuant to SB 375.
 - Enhance public health, including reduction of childhood obesity through the use of programs including, but not limited to, projects eligible for Safe Routes to School Program funding.
 - Ensure that disadvantaged communities fully share in the benefits of the program.
 - Provide a broad spectrum of projects to benefit many types of active transportation users.
- The 2015 Active Transportation Program Statewide Guidelines describe the policy, standards, criteria and procedures for the development, adoption and management of ATP.
- Per the requirements of SB 99 and Map-21, 40% of the funds for the ATP program must be distributed by Metropolitan Planning Organizations (MPO) in urban areas with populations greater than 200,000, with funds distributed to each MPO based on total MPO population.
- The funds distributed by the MPOs must be programmed and allocated to projects selected through a competitive process in accordance with the ATP Guidelines.
- Per SB 99 and the Statewide Guidelines, the following requirements apply specifically to SCAG:
 - SCAG must consult with the county transportation commission, the California Transportation Commission (CTC), and the State Department of Transportation (Caltrans) in the development of the competitive project selection criteria. The

criteria should include consideration of geographic equity, consistent with program objectives;

- SCAG must place priority on projects that are consistent with plans adopted by local and regional governments within the county where the project is located; and
- SCAG must obtain concurrence from the county transportation commissions.
- A MPO choosing to use the same project selection criteria and weighting, minimum project size, match requirement, and definition of disadvantaged communities as used by the CTC for the statewide competition may defer its project selection to the CTC.
- 25% of the regional funds must benefit disadvantaged communities.
- A large MPO may make up to 5% of its funding available for active transportation plans in disadvantaged communities.
- Non-infrastructure projects are eligible for funding; however, there is not a specific set-aside or cap for this purpose. Non-infrastructure funding is available for start-up or pilot projects that support education, encouragement, and enforcement activities—not ongoing efforts.

Regional Project Selection

In order to expedite the administrative approval process and accelerate project implementation, SCAG intends to build upon the CTC scoring and ranking process and forgo its option to issue a supplemental regional call for projects. This means that an evaluation committee will not be required at the county or regional level within the SCAG region to separately score projects.

- Once projects have been scored and ranked by CTC for the regional program, SCAG and the county transportation commissions will review and, if necessary, recommend modifications to the regional program to ensure specific statutory requirements can be met in a manner that is consistent with the intent of the law and program guidelines.
- Regional Funding Categories
 - Two funding categories will be established for the regional program to support the review and refinement of the regional program by SCAG and the County Transportation Commissions. These categories will include:
 - **Planning Projects** may include the development of active transportation plans consistent with eligibility requirements established by the CTC. Active Transportation planning projects will be funded up to the allotted maximum 5% of the regional program budget. If active transportation plans do not satisfy the 5% maximum allotment of the Regional Program and in consideration of geographic equity, Implementation Projects shall be considered.
 - **Implementation Projects** may include the planning, design, and construction of facilities and/or non-infrastructure projects (e.g., education or traffic enforcement activities).

- No less than 95% of the total regional funds will be dedicated to funding Implementation Projects.
- Up to 5% of the total regional funds will be dedicated to funding Planning Projects, consistent with the intent of the ATP to fund a broad spectrum of projects *and* to ensure that disadvantaged communities have resources to develop ATP plans, which will be an eligibility requirement for future funding cycles. If the total request in the Planning Projects Category is less than 5% of the total regional funds, or if applications in this category fail to meet minimum requirements, then the remaining funds will be allocated to Implementation Projects.
- County Transportation Commission’s Role in Project Selection
 - Prior to scoring by CTC, SCAG will provide each county with a list of **Implementation Project** applications submitted within each county.
 - The county transportation commissions will review the Implementation Project lists and determine which projects “are consistent with plans adopted by local and regional governments within the county” per the requirements of SB 99. If a project is consistent, the county will assign up to 10 points to each project. “Plan” shall be defined by each county transportation commission.
 - If a county transportation commission assigns additional points (up to 10, as noted above) to a project for which they are the lead applicant, an explanation must be provided to SCAG on how the scoring process resulted in an unbiased evaluation of projects.
 - The Board of each respective county transportation commission will approve the scoring methodology/guidelines and point assignments, and submit the scores to SCAG for inclusion in the final ranking of regional projects.
 - The Board or the Chief Executive Officer of each respective county transportation commission will adopt the final recommended project list as further described in the Recommended Regional Program of Projects section below.
- SCAG’s Role in Project Selection
 - Implementation Projects Category
 - Following the release of the preliminary scores by CTC, SCAG will develop for each county a ranked Implementation Project list reflecting the base score awarded by Caltrans plus any additional point assignments (up to 10 pts as noted above) made by the respective county transportation commission.
 - The ranked list will include a preliminary funding mark, established by the county’s population-based share of no less than 95% of the total regional

funds. The projects from each county above the preliminary funding mark will constitute the preliminary regional project list.

- SCAG will analyze the preliminary regional project list and calculate the total amount of funding to be awarded to disadvantaged communities for **Implementation Projects** across all of the counties.
 - If the total is more than 25%, SCAG will consider the preliminary regional project list as final and include it in the regional program.
 - If the total is less than 25%, SCAG will modify the preliminary regional project list to ensure the 25% mark is achieved, as follows:
 - Across all counties, the highest scored disadvantaged communities' project that is below the funding mark will be added to the regional project list. This project will displace the lowest scoring project that is above the funding mark and does not benefit a disadvantaged community, regardless of the county.
 - This process will be repeated until the 25% target is met.
 - This process may lead to an outcome where a county receives less than its population-based share of the funding, but is necessary to ensure the disadvantaged communities' requirements for the regional program are met.
 - As noted in Recommended Regional Program of Projects section below, the CEOs, Caltrans and CTC will have the opportunity to make any final adjustments to the preliminary regional project list to address any inequities that may result from this process.
- Planning Projects Category
 - SCAG will create a ranked list of **Planning Projects** reflecting Caltrans' selection process and scores, and delineating those projects that are above and below the funding mark.
 - SCAG will quantify the percentage of funding dedicated to disadvantaged communities within the Planning Category and determine the amount of funding that needs to be dedicated to disadvantaged communities to ensure requirements are met.

- SCAG will largely defer to the ranking of CTC in the selection of the planning projects, however, slight adjustments may be made to the ranking to ensure planning projects are supported in all counties.
- Recommended Regional Program of Projects
 - SCAG will combine the projects selected from the Planning and Implementation Projects Categories to create a preliminary Regional Program of Projects (Program).
 - The final recommended Regional Program of Projects will be reviewed by the CEOs of the county commissions, Caltrans and CTC staff to make any final adjustments and achieve consensus prior to submitting the Program to SCAG's Regional Council and the Boards or Chief Executive Officers of the county transportation commissions for approval and submission to the CTC.
 - Technical Adjustments: The SCAG CEO, the CEO of each County Transportation Commission, and their designees may make technical changes to the program as needed to ensure the timely delivery of the regionally-selected projects.

DATE: April 2, 2015

TO: Energy and Environment Committee (EEC)

FROM: Rongsheng Luo, Program Manager, (213) 236-1994, luo@scag.ca.gov

SUBJECT: Metro Green Construction Policy (GCP)

EXECUTIVE DIRECTOR'S APPROVAL: 

RECOMMENDED ACTION:

For Information Only – No Action Required.

EXECUTIVE SUMMARY:

To reduce air quality impacts from its construction activities, Metro has created the GCP for its planning, construction, operations and procurement activities. Dr. Cris B. Liban, Deputy Executive Officer, Metro's Environmental Compliance and Services Department, will present what the Metro GCP is, how it is currently being applied, what have been the gains and challenges of the policy, and how this policy is benefiting the region.

STRATEGIC PLAN:

This item supports SCAG's Strategic Plan, Goal 1: Improve Regional Decision Making by Providing Leadership and Consensus Building on Key Plans and Policies; Objective a) Create and facilitate a collaborative and cooperative environment to produce forward thinking regional plans.

BACKGROUND:

The construction industry currently relies heavily on diesel engines to power their machines. These diesel-powered engines are a significant source of air pollutants especially particulate matter (PM) and nitrogen oxides (NOx). According to the South Coast Air Quality Management District (SCAQMD), heavy duty diesel trucks and off-road construction equipment operating in the South Coast Air Basin are major sources of PM and NOx emissions and are also among the sources identified for the greatest emission reduction potential.

In an effort to help mitigate diesel emissions in the South Coast Air Basin, local agencies such as the Port of Long Beach, Port of Los Angeles and Los Angeles Airports have developed green construction policies and guidelines.

On August 4, 2011, Metro adopted the GCP and committed to using greener, less polluting construction equipment and vehicles; and implementing best practices to reduce harmful diesel emissions on all Metro construction projects performed on Metro properties and rights of way. Metro's GCP applies only to Metro contractors and Metro construction projects, not to City or Special Jurisdiction contractors or construction projects funded by Metro.

For all Metro construction projects or construction projects on Metro rights-of-way, Metro requires contractors to implement the provisions of the GCP to the greatest extent possible.

REPORT

The GCP provides requirements for:

- Identifying and mitigating diesel exhaust emission impacts on human health and the environment from on-road and off-road equipment used during Metro construction and development activities.
- Implementing appropriate Best Management Practices to complement equipment mitigations.
- Implementing strategies to ensure compliance with this policy.

The ultimate goal is to reduce harmful PM and NOx emissions while minimizing any significant impact to cost and schedule in any existing construction project. The Metro GCP might be considered as an example or model for other parts of the region, similar to other best sustainability practices identified by SCAG's Green Region Initiative (GRI).

For additional information, visit Metro GCP website at <http://www.metro.net/projects/gcp/>.

FISCAL IMPACT:

None.

ATTACHMENT:

PowerPoint Presentation: "Metro Green Construction Policy Overview"



Metro Green Construction Policy Overview

Southern California Association of Governments
April 2, 2015

Cris B. Liban, D.Env., P.E.
Deputy Executive Officer, Environment
Los Angeles County Metropolitan Transportation Authority



Metro

Outline

- Metro's Environmental Strategy
- Policy Development
- Policy
- Implementation
- Questions



Reality of Air Emissions Effects and Policies



- In the South Coast Air Basin:
 - Diesel emissions cause ~80% of the cancer risk due to the airborne toxins
 - “Off-road equipment” – i.e., construction equipment – emits ~1/3 of emissions for all the heavy-duty trucks combined!
- Off-road equipment = Measure R projects over 30 years.
- Funding clean up on-road trucks <<<< funding to mitigate construction equipment emissions.
- Best Practices are not consistent across projects.

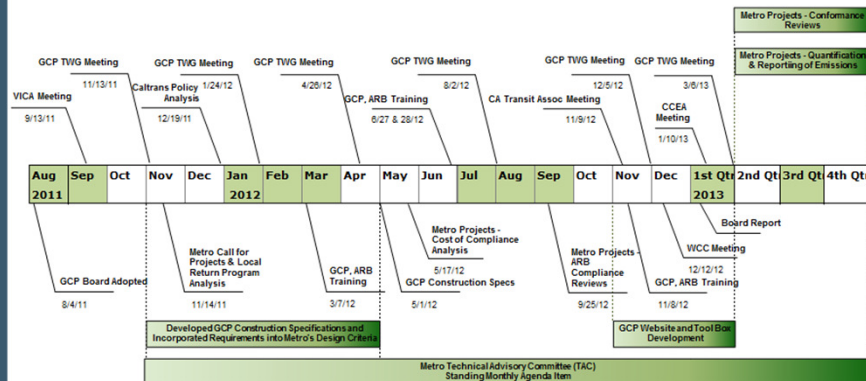
An Integrated Approach to the Environment

- Sustainability/Environmental Program
- POLICIES
 - Energy and Sustainability Policy
 - Environmental Policy
 - Construction and Demolition Debris Recycling and Reuse Policy
 - Environmental Liabilities Reporting Policy
 - Water Conservation and Use Policy
 - **Green Construction Policy**
 - Renewable Energy Policy
- PLANS
 - Water Action Plan
 - Energy Conservation and Management Plan
 - Climate Action and Adaptation Plan
 - Green Rail Plan
 - Resiliency Framework

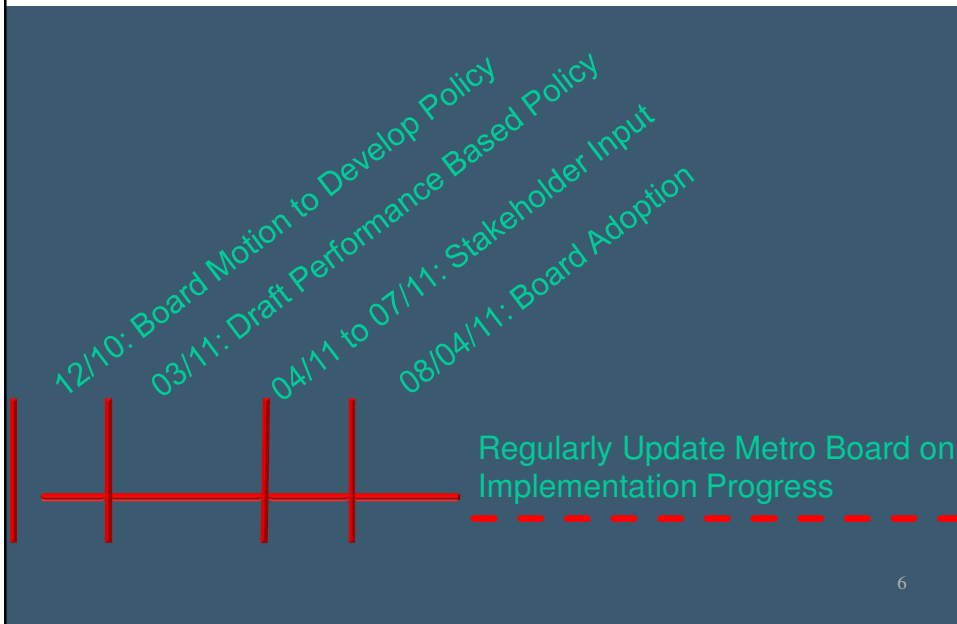


Policy Development Timeline

Metro's Green Construction Policy Implementation



Policy Development Timeline



Major Elements of Policy

- New Construction
 - Effective and enforceable immediately upon adoption for all new Metro construction projects
- Existing Projects
 - Policy will not be retroactive (09/22/11)
 - Encourage all Contractors to implement the provisions of this policy to the greatest extent feasible



Major Elements of Policy

- Types of Equipment Affected
 - On-Road Equipment
 - Off-Road Equipment
 - Generators



Disclaimer: Featuring an equipment in this slide is not an endorsement of that equipment nor the company that makes the equipment.

Major Elements of Policy

- On- and Off-Road Equipment
 - Incorporate the best available technology or best management practice where feasible
 - Idling prohibitions
 - Phase-in period until 2015
- Generators
 - Connect to an existing power source as much as possible
 - Meet a 0.01 gram per brake-horsepower-hour standard for PM
 - Be equipped with BACT for PM emissions reductions

Exceptions

- Good faith effort to rent but have not been successful, within 200 miles of project
- Contractor awarded funding to retrofit, replace, and repower but has not received funding and cannot rent
- Contractor ordered equipment and within 60 days has not received equipment and cannot rent
- Equipment use is only within 10 days of contract
- Compliance step-down menu

Step-Down Menu Off-Road

Table A. Off-Road Compliance Step Down Schedule*

<u>Compliance Alternative</u>	<u>Engine Standard</u>	<u>CARB-verified DECS (VDECS)</u>
1	Tier 4	N/A**
2	Tier 3	Level 3
3	Tier 2	Level 3
4	Tier 1	Level 3
5	Tier 2	Level 2
6	Tier 2	Level 1
7	Tier 2	Uncontrolled
8	Tier 1	Level 2

Equipment less than Tier 1, Level 2 shall not be permitted.

Additional Policy Provisions

- Institutionalize common mitigation measures developed during the CEQA Process
- Notification of Sensitive Receptors
- Contracts Based Enforcement
- Records Requirements Prior to Bid
- Quantification and Reporting of Emissions Reductions



Comparison of MTA and CARB Regs

- More strict than California Air Resources Board (CARB) Regulations
 - Off-Road, Fleet by Fleet instead of Average
 - Generators, but only as strict as SCAQMD regulations
- Currently CARB Compliant?
- EPA Region IX

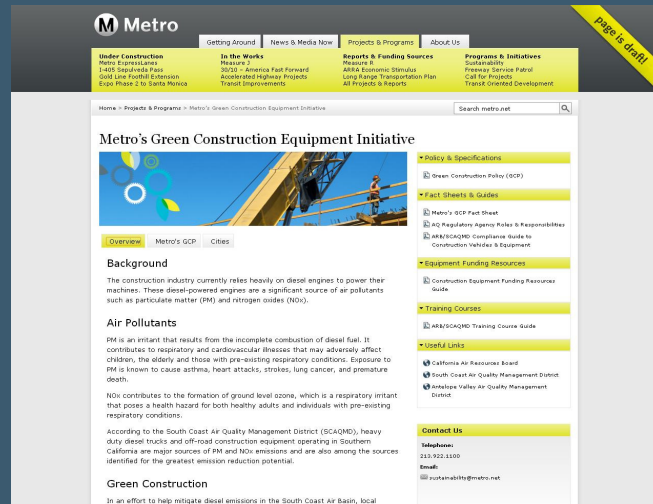


Implementation Efforts

- Incorporated Design Criteria and Specifications into all Procurement Documents
 - First project in Summer 2012 and ongoing
- Continual Stakeholder Meetings
 - Business Advantage?
- CARB/SCAQMD Enforcement Training
 - Staff and General Public
- Pilot Projects and Adoption by Other Jurisdictions
- Toolbox of information

Green Equipment Web Toolkit

- <http://www.metro.net/gcp>



Questions/Discussion

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www.metro.net/ecsd
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213/922-1100